

planning

supplement to background



Ministry of
Municipal
Affairs

Government
Publications

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The Honourable Bernard Grandmaître
Minister

Eric Fleming
Deputy Minister
(Acting)

G. Milt Farrow
Asst. Deputy Minister

October 14, 1986

DRAFT POLICY STATEMENT ON FLOOD PLAIN PLANNING

A draft Policy Statement on Flood Plain Planning was recently released for public comment as required under section 3 of the Planning Act, 1983.

Background

Flood plain policies were first approved by the Provincial Cabinet in 1979. They were reaffirmed and formally released in 1982 as the Flood Plain Criteria.

Although opportunities for input had previously been provided, a number of municipalities and individuals expressed concern and asked for an additional opportunity to comment on the policies. Accordingly, the Flood Plain Review Committee was established in 1983 to obtain further public input.

In response to the Committee's recommendations and comments received thereon, several future directions for flood plain management in Ontario were announced in 1984. They point to:

- more flexibility;
- greater recognition of local conditions, and
- more opportunities for public input.

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In addition, it was reaffirmed that effective flood plain management can best be achieved on a watershed basis. As such, responsibility for implementation of flood plain policies and programs was to remain with the Conservation Authorities, where they existed.

Since that time, work has proceeded on revisions to the flood plain policies. The result is the draft provincial policy statement, jointly prepared by the Ministry of Natural Resources and the Ministry of Municipal Affairs.

The Policies: Existing and Proposed

The existing policies define the regulatory flood standards for the different areas of the Province. They provide the option for the use of the two zone concept where development may be permitted in the flood fringe (outer portion of the flood plain), subject to adequate floodproofing, and where development is prohibited in the floodway (inner portion). The policies also recognize that some communities have historically been located in the flood plain and may experience great difficulty in attempting to adhere to the standard flood plain policies. For these situations, special policies specific to individual communities may be established.

The major changes proposed in the current draft policy statement may be summarized as follows:

- Municipalities would have the option of requesting the Minister of Natural Resources to change the regulatory flood standard for a watershed. The minimum standard anywhere in the Province would be the 100 year flood. A past history of flooding would dictate that no change would be permitted.

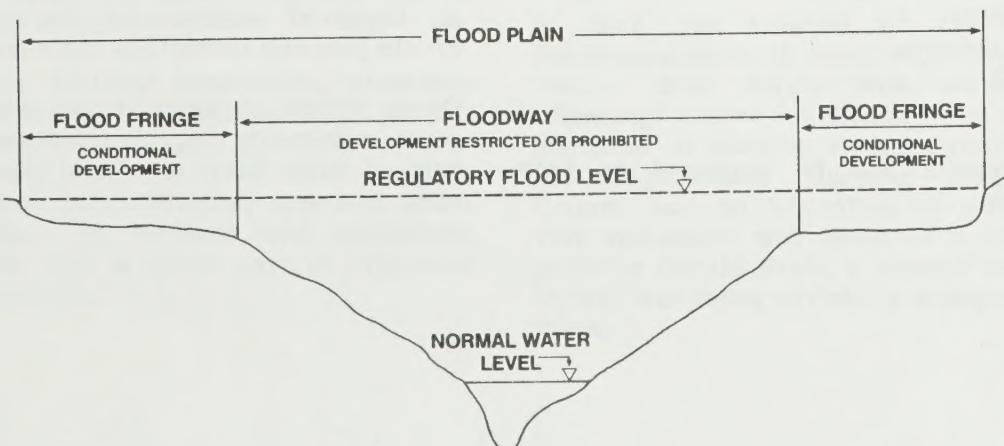
It should be noted that this particular revision was put into effect by the Minister of Natural Resources in December 1984. It was in response to comments that flood standards for certain watersheds were unrealistic.

- The two zone concept would be retained but there would no longer be one province-wide standard to define the limit of the floodway. The definition of floodways (the more hazardous portions of flood plains) would be based on local conditions.

The existing policies define (provincially) the limit of the floodway as the 100 year flood. In some areas, particularly in flat, ill-defined valleys, this has resulted in sizeable areas where development is prohibited, even though flooding is only to shallow depths.

- New development associated with hazardous or toxic substances, or institutional uses such as hospitals, nursing homes, schools, or essential services such as police

TWO ZONE FLOODWAY-FLOOD FRINGE CONCEPT



and fire stations, would not be permitted to locate in the flood plain if flooding would pose a threat to public safety or if the provision of services could be impaired.

This is a new concept where the degree of risk to society at large would be considered.

- In general, the proposed policy statement is more oriented to the municipal land use planning process and the recognition of flood plains in planning documents.

Notwithstanding the proposed changes, the Province's overall approach to flood plain management remains the same: that is, ensuring that new development is not flood susceptible and that problems are not created or aggravated for existing development.

Once a policy statement has been formally issued, section 3 of the Planning Act requires municipalities, planning boards, provincial ministries and public agencies to "have regard to" it in carrying out their planning responsibilities.

Additional copies of the draft policy statement are available from the Ministry of Natural Resources (416-965-6286) and the Ministry of Municipal Affairs (416-585-6233).

Comments on the draft should be sent by December 31, 1986 to:

Conservation Authorities and
Water Management Branch
Ministry of Natural Resources
99 Wellesley Street West
Room 5620, Whitney Block
Queen's Park
Toronto, Ontario
M7A 1W3

All comments will be reviewed by both
Ministries.

NEW PRIDE PROGRAM

PRIDE is a program of professional and financial assistance designed to promote the upgrading of older sections of Ontario municipalities. Minister of Municipal Affairs Bernard Grandmaître recently introduced an expanded PRIDE (Program for Renewal, Improvement, Development and Economic revitalization).

Originally, the program provided assistance for projects in older residential and commercial areas. These areas continue to be eligible, but PRIDE has been expanded to include community renewal projects in all older sections of a municipality, including industrial and mixed use areas.



"An expanded PRIDE initiative will give municipalities greater flexibility in dealing with their individual needs", Mr. Grandmaître said. "PRIDE will help municipalities create an improved environment for investment, create jobs and strengthen their tax base."

Under PRIDE, municipalities will have to make community improvement an important part of their total municipal planning process.

PRIDE is administered by the Community Renewal Branch of the Ministry of Municipal Affairs. Working with municipalities, BIA's and the general public, the Branch provides a wide range of professional advice, ongoing support, information services and financial assistance.

As part of the PRIDE initiative, the Branch will continue to provide professional advice on the establishment and ongoing operation of Business Improvement Areas, to sponsor conferences and seminars regarding the ongoing operation and responsibilities of BIAs, and to publish a newsletter and other resource materials for BIAs.

PRIDE's financial assistance to eligible community improvement areas is in the form of a grant covering 50% of improvement and land acquisition costs for a comprehensive community improvement project.

Community Improvement Project components eligible for financial assistance under PRIDE include:

- **administration costs**
- capital costs of building, improving or replacing **services and utilities** such as streets, sewers, and water mains intended specifically to serve the project area
- capital costs of building, improving or replacing **social and recreational facilities** such as parks, community centres, libraries and day care centres
- **relocation costs** including moving expenses and related compensation
- **aesthetic improvements** such as street-scape upgrading, landscaping and buffers to reduce land use conflicts
- **land and building acquisition, clearance and demolition** for eligible PRIDE project components.

With a more comprehensive approach and a full package of services and assistance, PRIDE can play a major part in improving your community.

For more information on how PRIDE can help you, contact the Community Renewal Branch at:

777 Bay Street
13th Floor
Toronto, Ontario
M5G 2E5

or call (416) 585-6013

STUDENTS DESIGN A TOWN

Since the mid 1970's, students of the Municipal Planning and Development Program at Mohawk College have developed a very special relationship with the Town of Penetanguishene. Student motivation on project work can, at times, be difficult to muster. Such is not the case for these students.

The annual student field trip to Penetanguishene reveals contemporary neighbourhood subdivision development under construction. The difference here is that some of the original designs now being implemented were developed by students in the Municipal Planning and Development Program.

Paul Hodgins, Planning Co-ordinator for the Town of Penetanguishene and former graduate of the Mohawk Program, appreciates the importance of students having practical projects to work on, with the added hope that what they have created may realistically be considered for implementation.

In fact, the Council of the Town of Penetanguishene is most supportive of just that. Says Mayor Ron Bellisle, "The (Planning) report emphasized the important contribution Mohawk students have made to Penetanguishene's planning program and Council had no hesitation in adopting it." This statement was made as a design prepared by Gerald Beale, a student in the class of '83, was being officially accepted by the Town.

Since 1975 just about every corner of the Town has been considered by student project work. Upon completion of a student project, plans are presented to a panel of professional planning guests and faculty and then submitted to the Penetanguishene Planning Advisory Committee for recommendation to the Town Council.

Once approved, the plans serve to guide the future development of the Town ensuring a co-ordinated and desirable living environment.

Says Mohawk faculty member Don Granger, "Learning by doing is still the best way".

Students prepare three practical projects in their final year at Mohawk: a redevelopment plan for a commercial/residential street in an older urban area; a small residential infill subdivision design; and a major neighbourhood/community multi-use urban development plan.

Penetanguishene continues to hold a special place with students and faculty at Mohawk but the faculty is looking for practical project work in other Ontario communities to meet student learning objectives.

he had him "over a barrel". He therefore applied to the committee of adjustment for a variance to build a house on lots 210 and 211 with a combined frontage of 15m. The committee turned him down and his appeal resulted in a municipal board hearing.

The Board decried the fact that the municipality had never declared these subdivisions not to be subdivisions under the Planning Act or alternatively, had not seen fit to acquire one or more of these lots pursuant to Section 38(8). Cost, apparently, was the operative factor. The Township explained its opposition to the application on the grounds of the precedent it could set. The Board agreed that combining five lots to create two building lots of equal size would be the ideal solution. It reasoned that to permit the undersized lot as requested would leave a space of 22.5m next to it. That space, comprising lots 207, 208 and 209, was in two separate ownerships but it was not likely to be permitted to be used for more than one house. The overall result would be an average lot width conforming with council's policy. On April 16, 1986, the Board allowed the appeal, because the proposal did not substantially vary the intent of the zoning by-law or the official plan and was therefore a minor variance appropriate for the development of the parcel.

PLANNING AND THE LAW

SOLOMON'S WISDOM APPLIED IN SANDWICH WEST DECISION

Many years ago, a large part of Sandwich West was laid out in subdivisions of lots with frontages of 7.5m (25 feet) or 9m (30 feet). Development is controlled by the zoning by-law which requires a minimum lot frontage of 18m (60 feet) and an area of 558 m² (6,000 sq. ft.). As a result, most of the existing houses are on lots with frontages of 18m, 22.5m or 27m.

One man acquired four lots, each 7.5m wide, numbered 207, 208, 210 and 211. He was unable to buy lot 209, whose owner thought

Source: Decision of the Ont. Mun. Bd.
Paterson and the Township of
Sandwich West
Files V850208 and V580448

LAKESHORE COTTAGE IN DOURO CONFLICTS WITH OFFICIAL PLAN POLICY

The Township of Douro is in cottage country near Peterborough, on the Trenton to Georgian Bay Waterway System. In 1973, after extensive public consultation, an official plan and zoning by-law were introduced. The official plan contained policies designed to protect the area's natural beauty and healthful environment. It proposed:

"to ensure that buildings are set well back from any shoreline and that most of the trees and other natural features on site are retained."

The adoption of the necessary restrictions caused many existing cottage properties to become legally non-complying.

In 1983, the owner of a 1 acre lot on Clear Lake obtained a building permit allowing the construction of a new dwelling, with attached boathouse, to replace an existing cottage. The property was zoned Resort Residential but the new construction, in accordance with the permit, contravened a number of the by-law provisions. In addition, a sleeping cabin and garage were erected, totalling 1,384 sq. ft. (129 m²). Building permits were eventually issued to celebrate the completion of these two structures in July of 1986.

In response to neighbours' complaints, a stop-work order was issued in June of 1984. The following year, a spot amendment to the zoning by-law was passed to recognize the development that had occurred. Several neighbours objected and the by-law came before the O.M.B. for a hearing.

Three conflicts with the existing zoning were noted. The new construction was found to infringe up to 34 feet into the 50 foot wide belt abutting the high water line, wherein new building is prohibited. The boathouse had been constructed as part of the main building, in contravention of a requirement for a five foot separation between accessory buildings and a main building. The total area of the main building was 3,164 square feet. In addition, a structure claimed to be a sleeping cabin was in fact a self-contained housekeeping unit with cooking, eating and sanitary facilities. It conformed in every way with the definition of a dwelling unit in the comprehensive zoning by-law.

The Board found that the proposed by-law was in conflict with the official plan provision relating to set-backs from the shoreline and the protection of trees. Whereas the official plan and zoning by-law had involved a great deal of public participation in 1973,

the present spot amendment was being proposed without comparable input, although its effect as a precedent was potentially far-reaching. Neighbours were concerned about the obstruction of the view. The next-door neighbours to the south were particularly upset but had sold to the proponent prior to the hearing, judging that they could no longer sufficiently enjoy their property. The neighbours to the north felt the main impact was from the removal of trees. The Board concluded that the by-law was premature, in the absence of a detailed planning study, dealing with lakefront properties. The appeal was allowed, on August 6, 1986.

Source: Decision of the Ont. Mun. Bd.
By-law 1985-46, Township of Douro
File R 860008

NEIGHBOURS OPPOSE NORWICH POULTRY PROCESSOR

A by-law to permit a poultry processing plan on a 7 ha parcel in rural Norwich township was appealed by several neighbours. Grounds for objection included:

- the removal of good agricultural land from production;
- the proximity of two lagoons to open and closed drainage ditches;
- the proximity of a landfill site;
- the effect on the water table.

The county planner explained that the site was covered by site plan control and he supported the by-law, as long as a site plan agreement was executed. The Board heard evidence from government experts on matters relating to water supply and the disposal of liquid industrial wastes; it was satisfied that the operation could be adequately controlled to avoid adverse effects. No implication for the landfill site could be seen. It was not impressed by concerns

relating to noise and smells, in view of the existence of pork and dairy farmers in the area.

In May 15, 1986, the Board laid down a number of conditions to satisfy the concerns of the neighbours. They included a requirement for a site plan agreement dealing, inter alia, with 58 parking spaces and with the transportation of feathers in such a manner that they are not deposited on local roads. When in receipt of the agreement, a certificate of approval for waste disposal and a water permit, the Board was prepared to order the by-law approved.

Source: Decision of the Ont. Mun. Bd.
By-law 57-85, Township of Norwich
File R860041

NEWS FLASHES

• Planned Retirement Communities

Retirement communities have existed in the U.S. since the 1920's but the Canadian experience is more recent. A recent Ministry publication looks at seven such communities in Ontario, all developed since 1970. In addition to specific information about the communities included in the study, some general observations are made about planned retirement communities, which are defined as "planned, low density, age-restricted developments offering extensive recreational services and constructed primarily by private capital as profit making ventures". \$5.00 at the Ontario Government Bookstore.

• Industrial Revitalization

Based on the findings from six case studies across Ontario, a Ministry publication entitled "Older Industrial Areas: Planning for Revitalization" is currently at the printer's. It describes why an older industrial area can be an important asset to a community and provides a methodology to

determine whether such an area should continue to be promoted as an industrial area or whether it should be allowed to be converted to another use such as commercial or residential. This useful booklet should be available by the end of the month from the Ontario Government Bookstore. Price \$7.50.

• War in the Muskokas

Houseboat rental companies have appeared in various parts of the province and the natives have not always been too friendly. In Muskoka, battle lines have been drawn, with cottage owners urging their councils to introduce interim control by-laws against the use of land for the storage or renting of houseboats. The promoters of houseboat rental point to improved business opportunities but ratepayers have responded by threatening to boycott businesses serving the rented houseboat trade. This looks like an interesting planning issue.

• Intelligent Buildings, Sick Buildings

The International Intelligent Buildings Association sounds rather like a Mensa for the concrete and steel set. Actually, it's a worldwide affiliation of architects, engineers, facility planners, developers, individuals and trade associations with an interest in high-tech buildings. The group is still at the stage of trying to agree on a definition of an intelligent building. It would likely include fully computerized heating and air-conditioning control, office automation, telecommunications, automatic hook-ups to fire, police and ambulance services, etc. Some smart buildings have sophisticated building-wide intercom and paging systems. Fully automated elevators interact by voice with passengers. Sensors operate automatic doors to admit only authorized personnel and monitor activity within the building detecting and trailing unauthorized intruders. As new buildings get ever smarter, there is already talk of the need to retrofit dumb buildings.

A smart house being developed by a U.S. homebuilders' association features totally integrated wiring systems; sensors may adjust the temperature, lighting and sound when a room is entered; a trip of one switch can simultaneously turn off all lights, lock the doors, set the security system and put out the cat. A telephone call home can unlock the door for a friend, quiz strangers, start up the hot tub; a Kiddie Beeper, a radio transmitter and home receiving unit, can track kids or the elderly up to 1600 feet from home.

The Sick Building Syndrome (SBS) is also known as the tight building or closed building syndrome. It has no association to date but is nevertheless causing some concern as it affects the productivity of the workers. It apparently strikes most often in single tenant buildings, particularly government buildings. It's rarer in multi-tenant commercial office buildings, particularly in small buildings with openable windows. Symptoms include headaches, eye/nose irritation, fatigue, nausea and poor concentration. Offices are not the only areas afflicted by SBS; tight houses are said to retain pollutants in the air about ten times longer than older dwellings. Two major studies are currently underway aimed at shedding light on the causes and effects of SBS.

Source: Information in "Urban Outlook", May and June, 1986.

• Subdivision/Condominium Approval Procedures

A guide has been prepared by the Office of Local Planning Policy to assist applicants when submitting subdivision or condominium applications to be processed by the Ministry of Municipal Affairs under Section 50 of the Planning Act. It costs \$2.00 at the Ontario Government Bookstore.

• Ottawa Transit Innovates

The Ottawa-Carleton region has an enviable record of transit usage; 30% of all vehicle-based travel in the region is by transit; at the peak hour, transit accounts for over 70% of all downtown destined work trips. This is no accident but the result of Council's policy to "give precedence to public transit over all forms of road construction or road widenings..." expressed in the official plan. Since 1973, bus kilometres travelled per year have more than tripled. One important contributing factor is the adoption of flexible working hours by the federal government and several other large downtown employers. The important link between successful transit and land use is emphasized by regional council's adoption of a series of standard subdivision development conditions, which set out, in a general way, how new subdivisions should be developed if they are to be transit oriented. Developers are generally co-operative, so long as the conditions are introduced at an early stage in the planning process. In return, OC Transpo has adopted a policy of introducing service to new areas in advance of need.



The most striking feature of the current system is the Transitway, which will consist of 31 km of two-lane roadway for the exclusive use of rubber-tired buses. Over most of its length, the Transitway will be grade-separated from cross streets. About half the system is already in operation, with 55 metre long platforms allowing for three bus stops. For an area like Ottawa-Carleton, a busway system has some obvious advantages over rail transit. Versatility, for instance; a bus can operate on arterial streets as well as on its own right-of-way. The same bus can be both

feeder and rapid transit vehicle. Articulated buses, with a 50 to 60% greater capacity than standard buses, will eventually comprise up to 40% of the total fleet.

High-rise construction is already occurring at some stations and an integrated shopping centre/transitway station is nearing completion. In total, \$600 million in new construction is already underway or in the final planning stages around transitway stations. This is three times what has been spent on the Transitway construction to date.

Source: "A Bus for All Seasons" by John A. Bonsall, General Mgr., Ottawa-Carleton Regional Transit Commission

HELP!

- **Discount House, Factory Warehouse, Buyer's Market Mall, Off-Price Mall**

If you have any retail analysis, site location study or zoning report dealing with one of the above, please contact Mai Cheng at (416) 585-6250 or just send her the material, care of this newsletter. If she gets plenty of information, she may be able to return the favour to all contributors.

- **Hearst Facade and Marketing Study**

This spring, the Centre Ville Hearst Downtown Business Improvement Area (BIA) initiated a facade improvement/ marketing plan for their downtown. The Ministry of Municipal Affairs is subsidizing the study under the Community Planning Grant Program. Highlights of the project include: a shopper's survey; a BIA concept plan; block by block design themes; a downtown marketing and promotional plan and guidelines for the upgrading of building facades. The consulting team of Sawchuk Peach Associates and Thorne, Stevenson & Kellogg were awarded the contract.

- **Education in Economic Development**

Several planners have taken a course at the University of Waterloo leading, in two short summer sessions, to a certificate in economic development. It is sponsored by the university and the Industrial Developers' Association of Canada. Dan Hammond from the Community Planning Advisory Branch in Sudbury recently took top honours and was awarded a \$300 scholarship.

- **Provincial Planning in Ontario - Perspectives and Paradoxes**

The University of Waterloo's School of Urban and Regional Planning is offering a series of four public lectures, on October 16, November 13, February 5 and March 5:

1. Eli Comay:
The Province and Planning,
a reflective view
2. Dennis Caplice:
Environmental Planning in
Ontario
3. Diana Santo:
The Public Role in Planning in
Ontario
4. Gardner Church:
Planning for Housing and Future
Initiatives in Ontario

Lectures will begin at 8:15 p.m. and take place at Siegfried Hall, St. Jerome's College, except for Dennis Caplice's lecture on November 13, which will be in Room 3001 at Needles Hall. Three seminars on October 17 will follow Eli Comay's lecture. Topics: Parkway Belt Planning, Niagara Escarpment Plan Implementation and Provincial Policy Statements.

- **Urban Strategic Planning**

"Strategic planning" is a term we hear so often these days, it has become part of the essential jargon. What does it actually mean? R. Scott Fosler of the Committee for Economic Development in the U.S. explains that it basically means finding out

what is going on, thinking about what is wanted, then figuring out how to get it. In a little more detail, it involves the following basic elements:

- * Anticipate the future by identifying and analyzing ongoing trends. Projections of the economy, demographics, life-styles and other elements give a picture of what will tend to happen.
- * Select key issues that will require attention. The idea is to pick out the issues that really matter and that the community should concentrate on. At the same time this eliminates the minor issues and cuts time that might be over-invested in addressing them.
- * Next, the strategic planning process requires the identification of community resources. This covers people, land, environment, buildings, organizations, economic base and other factors that can form the resource basis for implementing a plan.
- * Now, in the process, goals are set that reflect an understanding of the underlying trends, a realistic sense of the resources available and a clear image of the key issues challenging the community.
- * Dealing with exclusions comes next. This means picking out those possible projects and programs that governments really ought to stay out of. These exclusions also simplify the ultimate plan by scuttling projects that should not be included.
- * Developing actual strategies, the next sequential step, involves thinking through and working out more detailed ideas on what to do in order to achieve the established goals. Fosler suggests adding the input which can be garnered from enlisting the public's "support and participation" in goal-setting.
- * Now the implementation thinking gets started as ideas are refined and made precise and as the exact techniques for

implementing them are nailed down. This phase also includes building commitment and doing the tangible work of implementation.

- * The final step in the process is to review progress and results, to update and modify things to make them work better, and to, in effect, recycle through the strategic planning process on a continuing basis.

Source: *Urban Outlook*, published in New York by Alexander Research and Communications, Inc.

● Permanent Global Water Shortage

It may be difficult for some of our readers in Ontario to appreciate, after experiencing our late Summer, but the World Watch Institute warns that we are facing a chronic water shortage. The organization claims that basic changes in water patterns have occurred through depletion and overuse, combined with high costs of new water projects and pumping. For cost and environmental reasons, they think that the historic methods of providing water -- such as building dams, reservoirs and canals -- are no longer real solutions. The solution lies, they advise, in water management based on utilizing existing supplies more efficiently. World-watch sees water-shortage disasters like those in Africa as "but a prelude of things to come" as supplies fall both in affluent and developing countries. Solutions will be rooted in getting away from the old theory of managing the supply so as to increase it constantly as areas grow in population, industry or agriculture. Instead, the demand side must be managed. World Watch warns that "Only by managing water demand rather than ceaselessly striving to meet it is there hope for a truly secure and sustainable water future."

Source: *Urban Outlook*, published in New York by Alexander Research and Communications, Inc.

INFORMATION EXCHANGE

City of Sarnia Housing Policy Statement
Dept. of Community Planning and Renewal,
Nov. 1985

Includes demographic analysis, housing supply and demand analysis, assisted housing survey and housing policies.

City of Sarnia Community Improvement Policies
Dept. of Community Planning and Renewal,
February, 1986

A background study and official plan amendment.

Contact, for both the above:

R.W. Panzer, Senior Planner
(519) 332-0330

COMPUTER INFORMATION EXCHANGE

Handy Little Computer Program Available

The Community Planning Advisory Branch has developed a micro computer based program, using Lotus 123, to show smaller municipalities what they can do with computer databases without having to make large expenditures on hardware, software or computer programming experience. For the purpose of the demonstration, a database for monitoring consents was chosen. This type of application would work equally well for minor variance or building permit activities.

The database can be used for three main purposes. Firstly, it can be used to generate form letters that are used throughout the land severance process. Secondly, it can be used to generate statistical reports such as the one required by our Plans Administration Branch. Finally, it can be searched to answer ad hoc enquiries. For example, the database can be used to find out if a consent has previously been granted to an owner or to

monitor the development activity in a certain lot or concession.

For additional information or to arrange for a demonstration please contact Kyle Benham at (416) 585-6242.

PLANNING CONFERENCES

Northwestern Ontario Sept. 11-12, 1986

A record 170 delegates attended the fourth annual Northwestern Ontario Planning Conference at the Valhalla Hotel in Thunder Bay. Delegates heard presentations on economic development and the pilot granny flat project. A session on municipal road issues and a presentation by Dr. R. Rosehart on single industry towns in Northern Ontario were particularly well received.

Eastern Ontario Sept. 16-18, 1986

The Eastern Ontario Planning Conference was held in Kingston. The main objective was to encourage a sharing of information on planning among municipal councillors, clerks and planning staff from eastern Ontario. The program focussed on case studies from the area, supplemented by bus tours and technical speakers. Ministry initiatives for the coming year were profiled as the final part of the program. Interest was expressed by many of the roughly 150 in attendance for similar sessions in the future.

Northeastern Ontario Sept. 24-26, 1986

The 19th annual Northeastern Ontario Planning Conference hosted by Wawa (Township of Michipicoten) was attended by approximately 140 delegates. The theme of "Resource Dependent Communities - Planning for Change" set the stage for workshop sessions that tackled the difficulties of planning for boom and bust situations as well as the need to develop diversification tactics to stabilize local economies.

The Honourable Bernard Grandmaître, Minister of Municipal Affairs and Minister responsible for Francophone Affairs spoke to a gathering of approximately 400 as conference delegates helped celebrate the 25th anniversary of the nearby community of Dubreuilville.

In keeping with true northern hospitality, delegates were treated to a "lumberjack dinner" as well as a lunch featuring "moose burgers" and blueberry pie and ice cream.

PEOPLE

Klemens Dembek, one of the last of the remaining practicing pioneers of planning in the fifties in Ontario has recently retired from his position as Director of Planning for the Region of Sudbury. Klemens served with the 2nd Polish Corps, attached to the 8th Army, before turning to civil engineering and planning in England in 1951. He came to Canada in 1957 and was with MMM for a short time before landing a job with the Sudbury Area Planning Committee. He became Planning Director for the City of Sudbury in 1960 and was the Region's first Planning Director in 1973. We wish him well in retirement and congratulate his successor, Hans Hutch, who was Director of Development and has been with the City and the Region for 22 years.

Don Knight is another recent retiree. He worked for the Region of York for 15 years, most recently as Director of Development. Before that he planned for the York County Board of Education and he had also worked for the Ministry, whatever it was called at the time. Don was known as the Iron Man, author of over 17,000 technical reports. He is retiring back to Albion, in a cottage overlooking the channel, with support beams dating from the Armada. His successor at York is Mike DeAngelis, who was previously Director of Development in Vaughan.

Another departure from York Region is Sue Seibert's. She is now Director of Planning, for Aurora, where Ann Balaban is Project Co-ordinator for Mainstreet Aurora. Ann was previously with the Ministry of Municipal Affairs.

Several changes at the Town of Vaughan. New faces include Tim Burkholder, who came from Weston-Templeton Ltd., Mavis Urquhart from Richmond Hill, Blair Martin from the City of Toronto, Paul Robinson from British Columbia and James Riddell from West Gwillimbury. Sam Speranza has left to join Jovien Associates Ltd. in North York and Judy Bates has gone to the law firm of Goodman and Goodman.

Ruth Ferguson has left Sidney Township and is now in Proctor and Redfern's Ottawa office. Susan Carruthers has moved up to Acting Director in Sidney and Sally Chown is her assistant. Heather Robertson has moved from Proctor and Redfern's Sudbury office to become a Planning Officer with M.N.R.'s northeastern regional office in the same city.

Tony Siroka is now a senior research planner with the City of Ottawa. He comes from the Calgary Regional Planning Commission and was with M.T.C. in Downsview before that. Brian Whitehead has joined the County of Renfrew Planning Department. He comes from Jean Monteith's office in London. The City of London's Richard Gelinka is joining the Monteith consulting firm, whereas Mike Schnare from that firm has moved to the Ministry's Community Planning Advisory Branch. Sue Robinson, from Ag. and Food, is now also with CPAB in London. Doug Stanlake has been seconded to Westminster Township and Rick Hundey will be commuting to Wyoming for 6 months to work for the County of Lambton.

Among the more significant changes at the Ministry is Ian Smith's appointment as manager of the CPAB office in Thunder Bay.



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Judy Pihach has retired to pursue other interests in the Niagara area. Pearl Grundland recently gave birth to a boy and will be away from the office for 10 months. Dave Burnham has moved to the Ontario Housing Corporation, Leroy Grant to the Ontario Buildings Branch and Satish Dhar to Local Government Organization. New arrivals include Cathy Leblanc at CPAB's Ottawa office, where Tara Myhal has been hired on contract. John Waller, Milena Avramovic, Anna D'Allessandro and Nicola Linnell are also on contract appointments, in Toronto.

Grace Strachan recently joined the Ministry's Research and Special Projects Branch. She previously taught urban planning at John Abbott College in Montreal and had also been in consulting in that city.

Garry Wood, who has worked for the City of Ottawa and the City of Cornwall planning departments, and was until recently with Tasi-Wood and Associates, is now Manager of Market Development for the Ottawa division of Loeb Inc.

STOP PRESS

Larry Kotseff is no longer Manager of Durham Region's Strategic Planning Branch. He started work as C.A.O. for the Town of Newcastle on October 6.

The next issue of the Planning Supplement to Background is scheduled to appear in mid-January. If you have information for our "People" column, please call Pierre Beeckmans at (416) 585-6257 or drop him a line at

Research and Special Projects Branch
Ministry of Municipal Affairs
777 Bay Street, 13th Floor
Toronto, M5G 2E5